WATCHING FOR PA.

Three little forms in the twilight grey, Scanning the shadows across the way, Six little eyes-four black, two blue-Brimful of love and happiness, too, Watching for pa.

May, with her placid and thoughtful brow, Gentle face beaming with love just now, Wilhe, the rogue, so loving and gay, Sicaling a kiss from his sister May— Watching for ps.

Nelly, with ringlets of sunny hue, Cosily nestled between the two, Pressing her cheek to the window-pane, Wishing the absent one home again, Watching for pa.

Oh! how they gaze at the passers by! "He's coming at last!" they gaily ory.
"Try again, my pets," exclaims mamma,
And Nellie adds, "There's the twilight star, Watching for pa."

Jack node and smiles, as with busy feet He lights the lamps in their quiet street; That sweet little group he knows full well-May and Willie, with golden-haired Nell, Watching for pa.

Soon joyous shouts from the window seat, And eager patter of childish feet; Gay musical chimes ring through the hall; A manly voice responds to the call, "Welcome, Papa !"

OUR PARIS LETTER.

[EVENING TELEGRAPH SPECIAL COMRESPONDENCE.] Paris, November 9. Much Ado About Nothing.

The great event of the day in Paris is the despatch which arrived yesterday from St. Petersburg, announcing a general amnesty in the Russian Empire, in order to put the army and navy on a complete war footing. This news has taken us very much by surprise, the more so as former letters from the Russian capital led us to believe that the Government of the Czar intended to reduce very much the military and naval forces of the country, in order to lighten, if possible, the great expenses with which the country was burdened.

Many alarmists fancy that Russia thinks the time is now come to take an active part in European politics, and that this demonstration is an answer to the long-talked-of project of entirely reorganizing the French army, or to the advances by Austria to the Poles of Galicia. Others call our attention to the Moreau Gazette, which has published a long article on the negotiations pending between the FrenchGovernment and the Patriarch of Constantinople, in view of uniting the Church of the East and of the West -a measure which, according to the Moreau Gazette, has awakened the suspicions of Russia.

It is impossible to attach any serious importance to these different suppositions. It must be borne in mind that there has been no levying of soldiers in Russia for the last ten years. The levy spoken of in the despatch is perhaps but a most necessary measure in order to fill up the vacancies in the Russian army and navy occasioned either by death or long furloughs. However, it is a certainty that as soon as the news reaches us that any country is taking the necessary measures to put itself in a position of proper defense, there is a party in France which imagines that we shall be attacked within a week, and the cry of "The Cossacks are coming!" Is still a la mode with the alarmists.

Health of the Emperor. The alarmists above mentioned have now lost another subject of anxiety-the Emperor, who almost every day shows himself to the people of the capital, seeming to be in the enjoyment of reform, now become necessary in the French army. His Majesty has also resumed his short shooting excursions, as the intenned visit to Compeigne has been postponed for the present. Should this, after repeated delay, be prolonged much more, there is every likelihood that the pleasures of Compeigne, which furnished newspaper writers with so much matter, will be entirely given up this year.

The Imperial Corporal.

The young Prince Imperial, who is now grow ing a big boy, accompanied his father in reviewing the troops on the race-course in the Bois de Boulogne on the 5th inst. His Imperial High ness is now very popular, and was greeted everywhere with marks of affection by the thousands of spectators who availed themselves of the fineness of the weather to witness (as we hear) the last review of the season on the Bois de Boulogne.

Attempt on the Life of Francis Joseph. Letters from Prague tell us that the reported attempt made upon the life of the Emperor Francis Joseph, when coming out of the Bohemian Theatre at Prague, is reduced in reality to very small dimensions. It becomes even more and more doubtful, and people are not far from believing that it never existed, except in the imagination of Captain Palmer, the Englishman who was anxious to show his zeal on that occasion. That appears to be the opinion of the Emperor Francis Joseph himself, who said to the deputation of the municipal authorities, "This attempt is perhaps only a fiction."

What seems to be positive is that a pistol, leaded, but not capped, was found in a street through which the Emperor was actually passing, or had just traversed, and that the abovementioned Englishman, Captain Palmer, had the individual arrested, at the same moment, on the other side of the street, who is suspected of wishing to make an attempt upon the life of the Emperor. If there is no further evidence than this, it must be admitted that there is no great gravity in the affair; but the name of the English officer who believes he has saved the life of the Emperor has been printed in every journal in Europe, and that, perhaps, will be the clearest result of the whole matter.

Captain Coyle, of the United States Army. Captain Coyle, of the United States army, who has just died in Paris, at the early age of 25, has left behind him a record to be envied amongst veterans. It will be remembered by those who are familiar with the details of the oattle of Pea Ridge, in Arkansas, March 7, 1862, how desperate was the struggle. Colonel Covle commanded an lowa regiment (the famous 9th) during the battle; and every field officer being either killed or wounded, was called by General Cartis to command a brigade. Early in the fight his horse was killed under him, and Colonel Coyle led his brigade on foot. During one of the terrific Confederate charges, Colonel Coyle was shot in the lungs. He was taken from the field, and for a long time lingered between life and death.

His wound at last healed, and he was ap-

tucky. It was through his energy that many of the guerillas who then intested that State were brought to justice, and among them the notorious Sue Munday. The war being ended. Colonel Coyle resumed the practice of his profession, the law; but his wound having greatly impaired his health, he was induced to visit Europe to consult a physician eminent for the treatment of diseases of the lungs. He left New York in October, on board the Ville de Paris, and the trip being an exceedingly tempestuous one, he was greatly fatigued on his arrival. He was at once taken to the house of an American gentleman residing in Paris, where he received the utmost attention; but it was too late. He lingered for a fortnight, when death relieved him of his sufferings. Kind hands, moothed his dying pillow.

The Trocadero in Paris, The lower portions of the Place du Roi de Rome was opened to the public of the capital on Sunday, the 4th inst. The circulation has been re-established between the Quais de Belly and Passy by means of a broad avenue, which, facing the Pont de Jena (opposite the site of the Exhibition building), terminates at the Boulevard Benjamin Delessert. Crowds continued the whole day to wend towards the heights of the Trocadore, admiring the magnificent panorama of the Seine, and the works in progress at the Universal Exhibition.

Turtles for Soup. A correspondent of Hardwicke's Science Gossip gives some account of experiments with the

edible partie:-"Mr. W. Zeppenfeldt, the proprietor of an oyster-cellar and refreshment-rooms in Ham-burg, and an importer of living turtles for soup purposes, frequently obtains specimens weigh-ing from three hundred pounds to four hundred pounds, and he keeps them sometimes for three or four months, but these large ones never eat anything during that time. About ten months since, however, he got two small ones, and weighing thirty pounds and one eighteen pounds, and finding that these took food, one were unusually lively, they were not killed, but preserved for curiosity's sake. The larger one of the two Mr. Zeppenfeldt himself kept, and the other he kindly sent to the Hamburg aquarium; but I had no proper accommodation where it could swim about without stirring up the water too much, and accordingly I trans ferred it to a small open-air pond, where it lived with some water-birds, till in a few weeks it died. Its food was raw cabbage and other green

stuff.

"Mr. Zeppenfeldt kept his turtle in a very large open, shallow wooden tub of fresh water, which in summer was changed daily, and in cool weather every other day. In the middle was a large stone forming an island, on which the animal rested for some hours daily when not swimming or floating. It was kept in the open air, but out of the sun, in tine warm weather; and at night and in cold seasons it was removed within doors. It was fed on raw cabbage, and on lettuces, and other salads, carefully given by hand, and all unconsumed fragments were taken out of the tub when the animal had had enough. It took food so freely, indeed, that it increased in weight about two pounds during the nine or ten months of captivity, when it died. I do not know of any specimen having lived so long in confinement as this one. I have often had small ones, and have seen them in the Regent's Park aquarium, but their life has always been measured by a few days, or a week or two at most. Mr. Zeppenfeldt's success was undoubtedly owing to the great care he took of his animal, and by the factof its being kept in a vessel in which the creature was easily accessible to be fed and cleaned. Much importance was attached to the state of the turtle's eyes, tepid water, they became grown and with kind of slimy mucus, which caused sickness and loss of appetite.

"For the sake of the bearing it has on natural history, it may be just named that Mr. Zeppen perfect health. He has already presided over that the dish always stands in print on the dish the first meeting of the commission named by himself for examining the different projects of a plateful. I do not know of any place in London or Paris where this scarce article is thus common. The nests themselves, the produce of a swallow (Hirundo esculenta), are shown before being dissolved, and are canshaped, or rather boat-shaped, masses of gravish looking gelatine, having no very decided taste."

English Masonic Items—Among the Kings of England who were Grand Masters were Alired, in the year 900; Henry VI, 1446; Henry VII, 1500; James I, 1603; Charles I, 1625; Charles II, 1660; and Witham III, 1692. The Duke of Wellington was made a Mason when a colon lin the British army—his own father being at the time Master of the Lodge he joined. Sir Robert Peel was also a Ma-on. Lord Brougham was initiated on the 20th of August, 1700. The Red Cross Knights cannot close their College of Viceroys in England without the recital of the even precepts of the prelates. After the English Masonic dinners, Non Nobis Domine is frequently sung, the toasts, songs, and glees fol-

Sold .- The French Government is finding purchasers for its old-tashioned arms. It has sold to the Government of Siam twelve mountain mortars, six hundred shells, and twelve hundred fulminating wads. The Emperor has just acreed to the sale of forty-eight mortars, of a description no longer used in the French army.

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CHESTER VALLEY RAILROAD.
Passengers for Downington and Intermediate points

Passengers for Downington and informediate points tale the 730 and 8-15 A. M. and 4-30 P. M. trains from Pailadelphia, returning from Downingtown at 7-00 A. M. and 1980 noon.

and 1730 noon.

NEW YORK EXPRESS FOR PITTSBURG AND THE WEST I caves New York at 7 and 9 A. M. and 8 00 P. M., passing Reading at 105 and 1153 A. M. and 148 P. M., and connecting at Harrisburg with Pennsylvanta and Northern Central Railroad express trains for Pittsburg, Chicago Williamspert, Elmira, Baltimore, etc.

Returning, express train leaves Harrisburg on arrival cho Tennsylvania express from Pittsburg, at 3 and 9 65 A. M. and 9 15 P. M., passing Reading at 440 and 10 52 A. M. and 11 30 P. M., and arriving in New York at 10 A. M. and 245 P. M. Fleeping cars accompany these trains through between Jersey City and Pittsburg, without change. change.

A mail train for New York leaves Harrisburg at 2-10 P.

M. Mail train for Harrisburg leaves New York at 12 M.

Schiuylkill Valley Rail Roal.

Trains leave Pousyille at 7 and 11-20 A. M., and 7-15 P.

M., returning from Tamaqua at 7-35 A. M. and 1-40 and 4-15 P. M.

M. returning from Tamaqua at 7.35 A. M. and 140 and 415 P. M.

SCHUYLEILL AND SUBQUEHANNA RAILBOAD.

Trains leave Anburn at 7.50 A. M. for Pinegrove and Harrisburg, and 150 P. M. for Pinegrove and Tremont, returning from Harrisburg at 5.20 P. M., and from Tremont at 7.35 A. M. and 5.25 P. M.

Ticketts.

Through first-class tickets and emigrant tickets to all the principal points in the North and West and Canada.

The following tichets are obtains ble only at the office of S. Rikadforly, Treasurer, No. 277 S. FOURTH Street, Philadelphia, or of G. A. NICOLLS, General Superintend-deni, Reading:

COMMUTATION TICKETS.

At 25 per cent. discount, between any points desired, for intellies and firms.

MILEAGE TICKETS.

Good for 2000 mice between all points, 252-30 each, for families and firms.

families and firms
85A8ON TICKETS.
For three, siz, pine, or twelve months, for holders only, rof three, six, size, or twelve months, for holders only, to all points, at reduced rates.

CLERGYMEN

Residing on the line of the road will be furnished cards entiting themselves and wives to telests at half fare.

From Philadelphis to principal stations, good for Saturday, Sunday, and Monday, at reduced fare, to be had only at ree Ticket office, at THIRTEENTH and CALLOWHILL Streets.

Streets.

FREIGHT.

Goods of all descriptions forwarded to all the above points from the Company's Freight Depot, BEOAD and William Streets.

FREIGHT TRAINS

Leave Philadelphia daily at 5 28 A. M., 12 45 neon, and 6 P. M., for Reacing, Lebanon, Harrisburg, Pottsville, Port Clinton, and all points forward.

MAILS

Close at the Philadelphia Post Office for all places on the rend and its branches at 5 A. M., and for the principal takens only at 3 15 P. M.

HEIGHT LINES FOR NEW YORK AND all the Stations on the CAMDEN and AMBOY and Connections Railingads. Proceedings Hallengads.

HIERORT LINES FOR NEW YORK AND alithe Stations on the CAMDEN and AMBOY and connecting Railroads. INCREASED DESPATOH.

HE CAMDEN AND AMBOY RAILROAD AND THARSFORTATION COMPANY FREIGHT LINES to be Work will leave WALNUT Street Wharf at 6 clock F. M. delly (Sundays excepted).

Freight must be delivered before 4) 6 o'clock, to be forwarded the same day.

Freight must be delivered before 4); o'clock, to be forwarded the same day.

Returning, the above lines will leave New York at 12 noon, and 4 and 6 F. M.

Freight for Trenton, Princeton, Ringston, New Brunswick, and all points on the Camben and Amboy Ballicoad; and, on the Belvidere, Delaware, and Fiemington, the New Jersey, the Freehold and Jamesburg, and the Burlington and Mount Holly Balicoads, received and forwarded up to 1 F. M.

The Belvidere Delaware Ralicoad, connects at Phillipsburg with the Lehigh Valley Enliroad, and at Manunbachunk with all points on the Delaware, Lackawanna, and Western Balicoad, forwarding to Syracuse, Buffalo and other points in Western New York.

The New Jersey Balicoad connects at Elizabeth with the New Jersey Balicoad connects at Elizabeth with the Morris and Essex Ralicoad.

A slip memorandum, specifying the marks and numbers, shippers and consignees, must, in every instance, be sent with each load of goods, or no receipt will be given.

N. B.—Increased facilities have been made for the transportation of live stock. Drovers are invited to try the route. When stock is furnished in quantities of two carions or more, it will be delivered at the foot of Fortieth street, near the Drove Yard, off at Fier No. 1. North liver, as the shippers may designate at the time of shipment. For terms, or other information, apply to Waltzer FREEMAN, Freight Agent,

So. 226 S. DELAWARE Avenue, Philadelphia.

N ORTH PENNSYLVANIA RAILROAD, ORTH PENNSYLVANIA RAILROAD.

Depot. THIRD Street, above Thompson.

For BETHLEHEM, JOSYLESTOWN, MAUCH CHUNK,
AS 10N, WILLIAMSPORT, and WILKESBARRE.
At 740 A. M. (Express), for Bethlehem, Affentown,
Matthe Chunk, Hazheton, Williamsport, and Wilkesbarre.
At 330 P. M. (Express) for Bethlehem, Misterbarre,
At 330 P. M. (Express) for Bethlehem, Easton, etc.,
reaching Easton at 640 P. M.

At 010 P. M., for Bethlehem, Allentown, Mauch Chunk
For Doylertown at 825 A. M. And 11 P. M.
For Lambdaga at 645 P. M.
White cars of the Second and Third Streets Line City
Passenger Users run direct to the oppol.

Leave Bethlehem at 625 A. M. and 1225 Noon, and 645
P. M.

Leave Bethlehem at 2-20 A. M., 3-15 and 5-20 P. M.
Leave Lansdale at 6-20 A. M.
Leave Lansdale at 6-20 A. M.
Leave Fort Washington at 10-20 A. M., and 2-15 P. M.
ON SUNDAYS.
Philadelphia for Bethlehem at 9 A. M.
Philadelphia for Doylesbown at 2-30 P. M.
Loylestown for Philadelphia at 7-20 A. M.
Bethlehem for Philadelphia at 4-30 P. M.
Zirough Tickets must be procured at the ticket offices,
This D Street or BERKS Street.
6-21

ELLIS CLARK, Agent.

1866.—PHILADELPHIA AND ERIE RAILofn and Northwest Counties of Fennsylvania to the City
off rie on Line Erie. It has been leased and is operated
by the Pennsylvania Railrond Company.
TIME OF PASSENGER TRAINS AT PHILADELPHIA.
Acrive Eastward—Erie Mail Train, 7 A. M.; Erie Expross
Train, 120 P. M.; Elmira Mail, 5 to P. M.;
Leave Westward—Erie Mail, 9 P. M.; Erie Expross
Train, 12 R.; Elmira Mail, 3 to A. M.
Passenger cars run through on the Erie Mail and Express
trains without change both ways between Philadelphia
are Erie.

tra'ns without change both ways section.

Leave New York at 9 A. M., arrive at Erie 10 00 A. M.

Leave New York at 50 P. M., arrive at Erie 7:15 P. M.

Leave Erie at 6:30 P. M., arrive at New York 4:40 P. M.

Leave Erie at 9:10 A. M., arrive at New York 10:10. A M.

3-1:g ant Sleeping Cars on all the night trains.

Production respecting passenger business, apply at For information respecting pessenger business, apply at circle THETPTH and MARKET Streets, Phila. And for freight business, of the Company's Agents, S. B., Clugston, Jr., corner Thirteenth and Market streets, historically in the Company's Agents, S. B., Chugston, Jr., corner Thirteenth and Market streets, historically in the Company's Agents, S. B., Chugston, Jr., corner Thirteenth and Market streets, historical N. C. R. R., Baltimore, Eris: William Brown, General N. C. R. R., Baltimore, H. H. HOUSTON, General Freight Agent, Phila. H. W. GWYNNEE, General Ticket Agent, Phila. A. L. TYLEE, General Sup., Williamsport.

W EST JERSEY RAILROAD LINES, FROM v foot of MARKET Street (Upper Perry), commence MONDAY, September 94, 1866. LEAVE PHILADELPHIA AS FOLLOWS:—

LEAVE PHILADELPHIA AS FOLLOWS:
For Bridgeton, balem, Midville, and all intermediate statings at 8 A B. Mall., \$20 F. M. Passenger.
For Woodbury, 8 A. M., \$30 and 6 F. M.
For Cape May, at \$30 F. M.
RETURNING TRAINS LEAVE
W. odbury at 716 and 840 A. M., and 454 F. M.
Pundgeton at 706 A. M. and 970 F. M. Freight, 645 F. M.
Milliville at 845 A. M., and 908 F. M. Freight, 645 F. M.
Milliville at 845 A. M., and 908 F. M. Freight, 645 F. M.
Milliville at 845 A. M., and 908 F. M. Freight, 640 F. M.
Freight will be received at Second Covered Wharf below Wainut street, from 900 A. M. until 840 F. M.
Tarrelly Wainut street, from 900 A. M. until 840 F. M.
Dat received before 700 A. M. will go through the same day.
Freight Delivery, 80, 228 S. DELAWARE Avenue.

RAILROAD LINES.

THILADELPHIA, WILMINGTON AND BALTIMORE BAILHOAD.
TIME TABLE.
Commencing MONDAY, Nevember 28, 1864. Tealns with
leave Depot, corner of BROAD Street and WASHINGTON Express Train at 415 A. M. (Mondays excepted), for Express Train at e15 A. M. (Stonasys excepted), for Baltimore and Washington, stopping at Chaster, Wilmington, Newark, Eikton, Northeast, Perryville, Rivro decrace, Aberdeen, Perryman's, Edgewood, Magnolia, Chast's and Steinmer's Run.

Way Mail Train at 8:15 A. M. (Sundays excepted), for Baltimore, stopping at all regular stations. Connecting with Delaware Railsoad at Wilmington for Original and Intermediate stations. with Delaware Rangoad at Wilmington for Crisneld and Intermediate stations.

Express Train at 11 45 A. M. (Sundays excepted), for Baltimore and Washington.

Express Train at 3 P. M. (Sundays excepted), for Baltimore and Washington, stopping at Chester, Claymand. Wilmington, Newark. Ekiton, Northeast. Perryvilla, Hayre-de Girace, Aberdeen, Perryman's, Edgewood, Magnelia, Chase's and Stemmer's Rus.

Night Express at 11 P. M. (dal v), for Baltimore and Washington. Connects at Wilmington with Delaware Hairoad line (Saturdays excepted), stopping at Middletown, Smyrna, Dover. Harrington, Senford, Salizbury, Princess Anne, and connecting at Crisneld with Boat for Norfolk, Portsmonth, and the South.

Passengers by Boat from Baltimore for Fortress Van

But the South.

Fassengers by Boat from Bal imore for Fortress Monroe as d Norfolk will take the 11-4: A. M. train.

WILMINGTON ACCOMMODATION TRAINS.

Stopping at all Stations between Philadesphia and Wamington.

Stopping at all Stations between Philaderphia and Wamington.

Leave Philaderphia at 12:20, 4:20, 6, and 11:30 (daily) P.
M. The 5:00 F. M. train connects with Deinware Raincoad
for Milford and intermediate stations. The 0 P. M. train
for Milford and intermediate stations. The 0 P. M. train
for Milford and intermediate stations. The 0 P. M. train
for Milford and intermediate stations. The 0 P. M. train
for Milford and intermediate stations. The 0 P. M. train
for Milford and intermediate stations. The 0 P. M. train
for Milford and intermediate stations. The 0 P. M. train
for Milford and for P. M. Express. 6:35 P. M., Express.
From Baltimore 10:40 M., Express. 6:35 P. M., Express.
From Baltimore to Havro-de Grace and intermediate
finitions at 4:0 P. M.
Leave Chester at 4:40 and 8:34 A. M., and 8:38 P. M.
Leave Chester at 4:40 and 8:34 A. M., and 8:38 P. M.
Leave Wilmington at 5:23 and 9:40 A. M., and 4:15 P. M.

SUNDAY TRAIN
Leaves Baltimore at 8:25 P. M., stopping at Havre-deGrace, Perry ville, and Wilmington. Also stops at Easton
and Newark to take passengers for Philadelphia and Insere
passengers from Washington or Baltimore or Washington.

Through Tickels te all points West, Bouth, and Southwest, may be procursed at Tickel Office. No 8:28 Cheanut
wirest, a nader Continental Hotel Persons purchasing
lickets at this office can as veithelrbaggage checked at their
residence by Graham's Baggage Express.

residence by Graham's Haggage Express.

4 16

H. F. KENNEY, Superintendent, PENNSYLVANIA CENTRAL RAILROAD.—
WINTEB ARRANGEMENT.
The Trains of the Fennsylvania Central Railroad leave
the Depot at Thirty-first and Market streets, which is
reached directly by the cars of the Market Street Passengag
Railway. Those of the Chesnut and Walnot Streets Railway run within one square of it.
On Sundays—The Market Street cars leave Elevent and
Market Str. 35 minutes before the departure of each Train.

Markot Bus. 3b minutes before the departure of each Train.

Markot Ba, gage Express will call for and deliver Baggageat the Depot. Orders left at the Office, No. 631 Cheannt street, will receive attention.

Thains Leave Depot, viz.:—

Ticket Office, No. 631 Cheenut street.

TARING ARRIVE AT DEFOT, VIZ.:

Circinnati Express at 1710
Facil Accommodation, No. 1 & 2, at 8 20 A. M. & 710 P. M.
Farkesburg Train at 12 40 P. M.
Lancaster Train at 12 40 P. M.
Fast Line at 130
Day Express at 560
Harrisburg Accommodation at 9.50
Harrisburg Accommodation at 9.50
Harrisburg Accommodation at 9.50
Harrisburg Accommodation at 9.50

Lancaster Train Accommodation at 9.50
Harrisburg Accommodation at 9.50

Lancaster Manufacture at 9.50

FOR NEW YORK .- THE CAMDEN AND Pany's Lines PANY'S LINES
FROM PHILADELPHIA TO NEW YORK
and Way Places, from Walnut Street Wharf, will leave as iodows, viz.:-At 6 A. M., via Camden and Amboy, Accommoda-At 8 A. M., via Camden and Jersey City Express... 3 06
At 2 P. M., via Camden and Amboy Express... 3 06
At 6 P. M., via Camden and Amboy Accommodation
and Emigrant let class. 2-95
At 6 P. M., via Camden and Amboy Accommodation
and Emigrant let class... 2-95

and Emigrant, 2d class. At 6 and 10 a. M., 2 and 6 P. M., for Mount Holly, Ewans At Sand 10 & M., 2 and 5 P. M., for Mount Holly, Ewatas-ville, Pemberton, Birmingham, and Vincentown, and at 5 P. M. for Meum Holly.

At 8 A. M. and 2 P. M. for Frechold.
At 8 and 10 A. M., 12 M., 4, 5, 6, and 11:30 P. M. for Pish House, Palmyra, Riverton, Progress, Delanco, Beverly, Edgewater, Smington, Florence, Berdenlown, etc. The 10 A. M. and 4 P. M. Steer undirect through to Transon, LINES FROM KENSINGTON DEFOT WILL LEAVE At 11 A. M., 430, 545 P. M., and 12 P. M. (Night), via Kensington and Jersey City Express Lines, fare \$300. The 5 & P. M. Line will run daily. All others Sundaya excepted.

excepted. 1700 and H A. M , S, 5.30, 4.80, 5, and 6.45 P. M. and At 7:30 and 11 A. M., S., S. S., A. SO, S., and G. S. P. M. and 12 Milongat. for Birstoi, Trenton, etc.
At 7:50 and 10:15 a. M., S. 4. 20. 5, and 12 P. M., for Schenck's at 10:15 A. M., S. 5, and 12 P. M. for Eddington.
At 7:00 and 20:16 A. M., S. 4, 5, 6, and 12 P. M. for Cornwell's, Torresdale, Holmesburg, Tacony, Bridesburg, and Frankford, and at S. P. M. for Holmesburg and intermediate stations. Frankford, and at S.P. M. for Holmesburg and Inter-mediate stations.

At 10 15 A. M. S. 4. 5. 6. 8. and 12P. M. for Wissinoming.

BELVIDERE DELAWAHE RAILNOAS.

For the Bels ware favor Valley, Sorthorn Pounsylvania,
and New York State, and the Great Lases. Two through
trains daily (Sundays excepted) from the Kensington
Depot. as follows: trains daily (Sundays excepted) from the Kensington Depot, as follows:—
At 730 A. M. and 350 P. M., for Ningara Falls, Buffals, Punlirk, Canandaigue, Elmira, Lihaca Dwege, Rochester, Binghamton, Oswego, Syracuse, Great Bend, Montrose, Wilkesbarie, Scranton, Siroudsburg, Water Cap, Bervidere, Easton, Lumbertville, Famington, etc. The 550 P. M. Line connects direct with the train leaving Easton for Mauch Chunk, Allentown, Bethlehem, etc. At 5 P. M. for Lambertville and intermediate stations.

November 20, 1806. WILLIAM H. GATZMEE, Agent.

DHILADELPHIA, GERMANTOWN, AND On and after THURSDAY, November 1, 1866, until further notice,

FOR GERMANTOWN.

Leave Philadelphia 6, 7, 8, 9, 10, 11, 12 A. M., 1, 2, 3 M.

31, 4, 5, 55, 5 10, 7, 5, 9, 10, 11, 12 P. M.

Leave Germantown 6, 7, 75, 8, 8, 20, 9, 10, 11, 12 A. M.,

1, 2, 3, 4, 4, 6, 6, 5, 7, 8, 9, 10, 11 P. M.

The 8 De down train, and 5% and 5% up trains will goe at one of the Germantown Expansion.

The S 10 down train, and 3% and 5% up trains will acc stop on the Germantown Branch.

ON SUNDAYS.

Leave Philadelphia 9 24 A. M., 2, 7, and 10% P. M.
Leave Germantown 82 A. M., 1, 6, and 9% P. M.
CRESNUT HILL BAILEOAD.

Leave Philadelphia 6, S, 10, 12 A. M., 2, 3%, 5%, 7, 9, and 11 P. M.
Leave Chesnut Hill 710 minutes, 8, 240, 1140 A. M., 140, 340, 540, 540, 540, 860, and 1940 minutes P. M.

ON SUNDAYS.

Leave Philadelphia 9 3 minutes A. M., 2 and 7 P. M.
Leave Chesnut Hill 740 minutes A. M., 1240, 540, and

FOR CONSHOHOCKEN AND NORRISTOWN.

FOR CONSHOROCKEN AND NORRISTOWN.
Leave Philadelphia 6, 5 a5 11:05. minutes A. M., 15, 3, 45, 616, 6:06 minutes A. M., 15, 3, 45, 616, 6:06 minutes A. M., 15, 15, 616, 616, 616 minutes A. M., 15, 616, and 8 P. M.
The 65 P. M. train will stop at Falls, School Lane, Wisshicken, Manayurk, Spring Mills, and Conshohocken only
Leave Philadelphia 9 A. M., 2% and 61, P. M.
Leave Norristown 7 A. M., 5 and 61, P. M.
Leave Fhiladelphia 6, 8:35, 11:06 minutes A. M., 1
5, 405, 656, 8:06, and 115, P. M.
Leave Manayurk 6:10, 75, 8:30, 2%, 115, A. M., 2, 5, 6M.
St. P. M.

ON SUNDAYS.

Leave Philadelphia 2 A. M., 2½ and 6% P. M.

Leave Manayunk 7½ A. M., 5½ and 2 P. M.

W. S. WILSON, General Superintendent,

Depot NINTH and GREEN Surests. TAMES R. LITTLE & CO.

MANUFACTURERS AND DEALERS IN SUPERIOR COFFIN TRIMMINGS.

No. 154 N. SIXTH STREET, PHILADELPHIA.

Mountings, Handles, Screws, Tacks, Diamond Stude Screw-Caps, Ornaments, Star Studs, Lining Natis, Escutcheons, Silver Lace, Inscription Plates, etc. etc.
Particular attention paid to (10 81 im ENGRAVING COFFIN-PLATES.

DRIVY WELLS-OWNERS OF PROPERTY-The only piece to get Privy Wells cleaned and de-niceted at very low prices.

A. PEYSON,

Manufacturer of Poulrette

8:09 GOLDSMITTLE GALL, L. BHS EV Street.

monga kilada a la ser a tra nega ser